

**STRAM TO MELBOURNE AND LAUNCESTON.**  
CALLING AT EDELY AND BAY, TWOPOLE BAY.  
**THE Iron Steam Ship SHAMROCK.**  
George Gilmore, commander, will be despatched for the above ports, on WEDNESDAY, 2nd January, 1850.  
JAMES PATTERSON, Secretary.  
H.B.N. Co.'s Wharf, 12093

**FOR MORE ON BAY.**  
The fine schooner CUMBERLAND, 80 tons, Henry Wyborn, master. Having part cargo, will leave quick despatch. For freight or passage apply on board, or to HENRY CLARKE, Union Wharf, December 26, 10973

**PACKETS FOR MELBOURNE.**  
The new clipper schooner A LICE, 108 tons, Captain Anderson, for only room for a few packages of light cargo, will sail this evening. For freight or passage, having good accommodation, apply on board, at the Flour Company's Wharf, or to E. M. SAYERS, Port Phillip Packet Office, 459, George street.

**TO FOLLOW THE ALICE.**  
The well-known schooner U.S.A.N., Captain Brown, having all her dead weight ready, is engaged to sail on the 30th instant. For freight or passage apply on board, or to E. M. SAYERS, Port Phillip Packet Office, 459, George street.

**FOR MELBOURNE DIRECT.**  
The well-known packet schooner PHOEBE, Alexander Collins, master, having a large portion of her cargo engaged, will leave quick despatch. For freight or passage apply to SHEPPARD AND ALGER, Packet Office, 470, George street.

**ONLY VESSEL FOR ADELAIDE.**  
The well-known packet brig EMMA, 135 tons register, Thomas Hughes, commander, is now loading her cargo at the Circular Quay on the 24th instant, and will sail in eight days from this date. For freight or passage apply to SHEPPARD AND ALGER, Packet Office, 470, George street. 10938

**FOR ADELAIDE.**  
The TRAK BARQUE TENNESSEAN, 250 tons, Captain Lewis, will sail in eight days from this date. For freight or passage apply to SMITH, CAMPBELL, AND CO., Sydney, December 24, 11082

**FOR PORTLAND BAY AND PORT FAIRY.**  
The fine fast-sailing schooner ANTAER, 131 tons register, John Macarthur, master, will commence receiving cargo at the Circular Quay on the 24th instant, and will sail for the above ports on Tuesday, 31st January. For freight or passage apply to the Captain, on board, or to THACKER AND CO., 641, George street, December 20, 10652

**FOR AUCKLAND DIRECT.**  
The REAPER, Captain James Rose, will have quick despatch, and will carry 100 tons of goods, on moderate terms. R. W. LAYTON AND CO., 11094

**ONLY VESSEL FOR AUCKLAND.**  
The fine new fast-sailing schooner WILLIAM AND JAMES, 130 tons burthen, William Gilm, master, will leave quick despatch, at the Circular Quay, or to SHEPPARD AND ALGER, Packet Office, 470, George street. 10439

**FOR AUCKLAND AND CALIFORNIA.**  
The A LICE clipper barque REAPER, Captain James Rose, under charter for the gold regions, will proceed to Auckland for a portion of her freight without delay. For freight or passage to Auckland, or to California, via Auckland, apply to E. W. LAYTON AND CO., Macquarie-place; or GEORGE C. FORBES, At Mr. Comrie's, Moore's Wharf.

**W.B.—This ship is under positive engagement by charter to sail within the month of January, and as her detention at Auckland must not exceed a few days, she will be one of the first to San Francisco.**  
WITH IMMEDIATE DISPATCH.  
The fast-sailing regular trader WILLIAM ALFRED, 180 tons, Captain Tinkley, having much of her cargo ready will go in a few days. M. E. MURKIN, Queen-street, 10601

**SHIP ORATOR.**  
PACKET FOR CALIFORNIA.  
Under engagement to sail on or about the 15th January.  
This splendid vessel, having two-thirds of her passengers, and the whole of her cargo engaged, offers an unusually good opportunity to passengers ready to proceed to San Francisco about the middle of the ensuing month.  
Passengers only (having for cabin passengers first-rate accommodation) immediate application is necessary to Captain Tinkley, at the Circular Quay, or to L. AND S. SPYER, or to SHEPPARD AND ALGER, Packet Office, 470, George street. 10918

**FOR CRYLON DIRECT.**  
The fine fast-sailing ship CHEAPSIDE, A 622 tons, David Lewis, Commander, for freight or passage, having first-rate accommodation, immediate application is necessary to the Captain on board, or to J. B. METCALFE, December 26, 10957

**THE FIRST SHIP FOR THE GOLD MINES.**  
THE A LICE, first-class, 500 tons burthen, G. Maclaren, commander.  
This splendid first-class vessel is now being fitted in a superior manner, to meet the views of all passengers, and is under positive engagement to sail on the 30th January next.  
The greater part of her freight and passengers being already engaged, there will be no disappointment.  
The provisions of this ship will be of a superior kind, and the comfort and convenience of passengers will be particularly attended to.  
Passengers by this vessel will have the advantage of stopping on board ten days after arrival at San Francisco, and will be found in the best provisions during that period, without the slightest charge.  
By this arrangement passengers will have an opportunity of looking out suitable employment, and a home, and not be thrown ashore in a strange land, to pay the enormous and ruinous sums that have been paid for board and lodging at San Francisco.  
For freight or passage early application is necessary, to W. DEAN, 22, Church-hill, 10505

**SHIP HARMONY.**  
PACKET FOR CALIFORNIA.  
Under engagement to sail the first week in January.  
CARRIES AN EXPERIENCED SURGEON.  
ALL stowage passage money must be paid in full on board, or the deposit will be considered forfeited, and the berth re-let. There is still room in this fine ship for four passengers, for which (having splendid accommodation) early application is necessary on board, at the Circular Quay, or to SHEPPARD AND ALGER, Agents, Packet Office, 470, George street. 10919

**THE GOLD MINES OF CALIFORNIA.**  
Mr. Israel Solomon having recently arrived from San Francisco, by the Deborah, and being now about to return to that settlement with his wife and family, and a number of friends, begs to inform the public that he has chartered

THE first-class new vessel WILLIAM AND MARY, (being now on her maiden trip) of 650 tons burthen, Robert Peter, master, to proceed with immediate despatch TO CALIFORNIA.  
This vessel is worthy of the consideration of parties about proceeding to the gold regions, her fittings up being of the most agreeable arrangement, having been got up under the superintendence of the Colonization Commissioners. She is lofty and roomy between decks, and her berths are fitted up with due regard to comfort and privacy.  
The provisions will be of the first order, the charter and his family proceeding with the vessel will be a guarantee both as to quantity and quality.  
Mr. Solomon will be happy to afford passengers by this vessel all necessary information respecting San Francisco and the adjacent country.  
The ship will be ready for inspection in a few days, and parties disposed to take their passage can pay the same in four instalments, as may hereafter be arranged. Cargo can be taken immediately.  
The charter being limited to time, has to inform all parties disposed to quit the colony, in order to better their condition, that he must proceed to sea on or about the 15th February, or earlier if his disengaged berths are taken up.  
Early application is necessary for cabin, intermediate, and stowage passage.  
For further particulars apply to the Captain, on board, or to JOHN SOLOMON, Stationer, George-street; and to ISRAEL SOLOMON, GEORGE MOSS, Custom House Agent, Near the Circular Quay, 10542

**FOR SAN FRANCISCO.**  
CARRIES AN EXPERIENCED SURGEON.  
THE splendid new teak frigate-built ship JOHANNES SARKIES, 600 tons burthen, William Gilm, commander, having the whole of her cargo engaged, will leave quick despatch for CALIFORNIA.  
Intending passengers for the Gold Regions are strongly recommended to call on board at Moore's Wharf, and inspect the lofty and unusually spacious "creeper" decks of this fine ship, fitted throughout with the patent ventilators.  
A liberal scale of the best provisions will be handed to each passenger at the time of engaging, to which will be added an ample supply of medical comforts for the voyage.  
The poop accommodations of the Johannes Sarkies are of the very first order, and there are now only two cabins disengaged.  
For passage only early application is necessary on board, at Moore's (Millers' Point) Wharf; or to J. S. WILLIS, or to SHEPPARD AND ALGER, Packet Office, 470, George street, 11006

**STORAGE PASSAGE TO LONDON.**  
THE FINE SHIP KATIE, 1000 tons, has accommodation for a few stowage passengers, for which immediate application is necessary.  
Apply on board, or to SWAIN, WEBBS, AND CO., Harrington-street, 10413

**"ELIZA" FOR LONDON.**  
FOLLOWING THE KATIE.  
THIS new and frigate-built ship ELIZA, A 1000 tons, Captain Pain, having all her dead weight stowed, will sail with all despatch.  
This vessel is sister ship to the Kate, carries a qualified surgeon, and is an advantageous opportunity for passengers to England.  
For freight or passage apply to the Captain, on board, or to SWAIN, WEBBS, AND CO., Harrington-street, 10414

**FOR LONDON.**  
THE FINE SHIP MARY CATHERINE, Captain Warner, has three poop cabins disengaged, for Red-wood, Wednesday, 2nd January. Apply to the Captain, on board; or to L. AND S. SAMUEL, or J. B. METCALFE, December 27, 10988

**FOR LONDON.**  
THE first-class ship AZTEC, 607 tons, Captain Wright, will be ready to receive cargo in a few days.  
For freight or passage, apply to the Captain, on board, at Campbell's Wharf, or to BROWN AND CO., or LYALL, SCOTT, AND CO., 10559

**NEW YEAR'S BALL.**  
MR. J. CLARK begs to announce that his Ball will be held at the Assembly Rooms, Elizabeth-street North, on Monday, the 31st December. Tickets to be had from Mr. Clark only. 159, Elizabeth-street, December 15, 11102

**FOR LONDON.**  
THE splendid frigate-built ship HAVING, 1000 tons, 555 tons register, John Fenwick, Commander. This fine vessel is on her first voyage, and is now ready to receive wool. The cabins are spacious, lofty, and well ventilated, and offer a most desirable opportunity for passengers proceeding to England.  
DONALDSON, AND CO., or to GILCHRIST AND ALEXANDER, December 22, 10927

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DONALDSON, AND CO., or to GILCHRIST AND ALEXANDER, December 22, 10927

**FOR LONDON.**  
FOR WOOL AND PASSENGERS ONLY.  
THE fast-sailing A LICE, 600 tons, A. W. Barclay, Commander. Has the greater portion of her cargo on board, and will sail in all December. Has on board a surgeon, and carries a surgeon. Apply to DONALDSON AND CO., or to GILCHRIST AND ALEXANDER, December 22, 10927

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THE splendid frigate-built ship HAVING, 1000 tons, 555 tons register, John Fenwick, Commander. This fine vessel is on her first voyage, and is now ready to receive wool. The cabins are spacious, lofty, and well ventilated, and offer a most desirable opportunity for passengers proceeding to England.  
DONALDSON, AND CO., or to GILCHRIST AND ALEXANDER, December 22, 10927

**FOR LONDON.**  
THE British-built barque TAMAR, A 112 years, 555 tons register, Thomas Colley Stayer, commander, is now ready to receive cargo, and will have quick despatch.  
This fine vessel was built under the personal inspection of the present owner, expressly intended for a passenger ship. She has a splendid poop, a superior cabin, and great height between decks; is well ventilated, and possesses excellent sailing qualities.  
For freight or passage apply to Captain Stayer, on board; or to GILCHRIST AND ALEXANDER, or to FLOWER, SAILING, AND CO., November 21, 8707

**FOR LONDON.**  
THE JANE CATHERINE, 350 tons register, A. L. Lloyd, Commander. Will sail on or about 10th January. Has one cabin disengaged. Apply for freight or passage to Captain Wilson; or to J. B. METCALFE; or to JOSEPH S. WILLIS, 10828

**FOR LONDON DIRECT.**  
THE JOHNSTONE, A 1, T. B. Harrison, commander. This favourite fast-sailing vessel will sail positively with all despatch, and will carry an experienced surgeon. For freight or passage apply to the Captain on board; or to GILCHRIST AND ALEXANDER, or to MONTGOMERY, GRAHAM, AND CO., Spring-street, December 12, 10094

**FOR FREIGHT OR CHARTER.**  
THE A LICE, 600 tons register, is now ready for sea, and open for freight or charter for any port or particular voyage. Apply to Captain Main, on board, at the Flour Wharf; or to SMITH BROTHERS AND CO., Sussex-street, 14017

**WANTED, immediately.**  
First Class Ship, of from 600 to 1000 tons, for San Francisco, a Custom-house. 11/80 THORNTON AND CHURCH, Custom-house.

**PLEASURE TRIP TO BOTANY BAY ON NEW YEAR'S DAY, 1850.**  
MESSRS. BEAUMONT AND WALLER, of the Sir Joseph Banks Hotel, at the request of some of their friends and several highly influential gentlemen, have engaged the Honorable River Steam Navigation Company's splendid EAGLE.  
For a Pleasure Trip to Botany Bay on New Year's Day, and as this noble vessel is so commodious as to afford an opportunity of extending the pleasures of the trip to a large party, they are induced to announce to the public generally that, Tickets, five shillings each (for the trip there and back).  
May be obtained of—Messrs. W. and F. Ford, stationers, George-street.  
Mr. Spence, Royal Hotel, ditto.  
Mr. Crockett, Music Saloon, ditto.  
Mr. Chapman, Marine Hotel, ditto.  
Mr. Alda, Tobaccoist, ditto.  
Mr. Edith, stationer, Pitt-street.  
Mr. Goodie, confectioner, Pitt-street.  
Mr. Samuel, Liverpool Arms, Pitt-street.  
Mr. Montacute, hatter, Market-street.  
And Mr. Wikie, London Tavern, George-street.

**THE CITY BAND.**  
Under the leadership of Mr. Hudson, has been engaged, and will accompany the steamer, The Eagle will leave the Circular Quay precisely at nine o'clock a.m., and it is supposed will arrive at the Jetty, opposite the Sir Joseph Banks Hotel, about 12 o'clock. She will leave the Jetty, on her return trip, precisely at six o'clock p.m.  
The Sir Joseph Banks Hotel is generally recognised as the most fashionable and delightful establishment of its kind in the colony; and on this occasion its Gardens and ordinary walks will be enlivened, and its ordinary attractions much enhanced, by the varied performances of

**THE BAND.**  
Every description of refreshment will be provided, and a very large tent, in which a sumptuous Luncheon will be laid, thrown open immediately after the company have landed.  
All charges will be strictly moderate. 10932

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**TREASURY BILLS.**  
TENDERS FOR BILLS will be received at this Office, every Monday and Thursday, at noon.  
The Tenders must be sealed, and in duplicate marked "Tenders for Bills."  
T. W. RAMSAY, Dep. Com. Gen. 71  
Commissariat Office, Sydney, 1st May.

**AUSTRALIAN GENERAL ASSURANCE COMPANY.**  
Office, No. 489, GEORGE-STREET, SYDNEY, (Opposite the Bank of Australia.)  
CAPITAL—£400,000, IN 4000 SHARES.  
DIRECTORS: H. H. Brown, Esq., Chairman; William Brown, Esq., Deputy Chairman; John Alexander, Esq.; Wm. Fanning, Esq.; Alex. Campbell, Esq.; J. L. Montefiore, Esq.

**MARINE SURVEYOR.**  
Captain Ashmore, Kent-street North.  
The Directors attend daily to receive applications for insurances. Risks are taken on goods and vessels of forty-five tons registered and upwards to all ports.  
The Board meets every Wednesday at one o'clock for the despatch of general business.

**Rates of Premium per cent. (with average.)**  
Europe, 1; India, 1; China, 1; Java, 1; South America, 2; Mauritius, 2; Bourbon, 2; Cape of Good Hope, 2; Torres Straits, 2; Whaling vessels, 2; Time risks, 12 months, 9; 6 months, 8; 3 months, 7.

**SYDNEY FIRE INSURANCE COMPANY.**  
Chairman, T. W. Smart, Esq.; Deputy Chairman, Charles Kemp, Esq.; Directors, Thomas Agers, Esq.; R. M. Robey, Esq.; Thos. Holt, Junr., Esq.; W. H. Scott, Esq.; J. W. L. Phillips, Esq.; Secretary—George King, Esq.

**THE DIRECTORS of the Sydney Fire Insurance Company call the attention of the public to the following reduced scale of their Rates of Premium:**  
Section A.—Shed buildings, 6s. to 12s. per cent.  
Section B.—Shingled buildings, 8s. to 16s. per cent.  
Section C.—Weather-boarded buildings, 15s. to 30s. per cent.  
FIFTY PER CENT. of the Premium will be returned on the renewal, for twelve months, on all yearly policies, so that, at two o'clock, cost of Insurance will be ONE-HALF only of the above Rates.  
Application for Insurance to be made to the Secretary, at the Office of the Company, No. 307, Pitt-street.

**SYDNEY BRANCH. ALLIANCE FIRE ASSURANCE COMPANY OF LONDON.**  
The undersigned issue Policies at the reduced rates of premium.  
THACKER AND CO., 641, George-street, 432

**GENERAL AUSTRALIAN ASSURANCE COMPANY.**  
NOTICE is hereby given, that the Half-yearly General Meeting of the Shareholders in this Company, will be held at the Sydney, in George-street, on Wednesday, the 16th day of January, next, at two o'clock, to receive the Report of the Directors for the half-year ending 31st instant; also, to elect a Director in the room of William Fanning, Esq., resigned, to appoint Auditors for the ensuing year, and to determine upon other matters of general interest to the Company.  
Candidates for the office of Director are required to give fourteen days' notice to the Board previous to the day of election.  
J. C. PHILLIPS, Secretary, Sydney, December 27, 11373

**THE OBJECTS OF THE SOCIETY.**  
1st. An eligible mode of acquiring a freehold or leasehold house, or other similar property, by setting apart a small monthly sum.  
2nd. The redemption of property mortgaged, or the increase of capital by mortgage re-deemable, by the same easy means.  
3rd. A lucrative investment for accumulating funds.  
The first monthly receiving day for the receipt of subscriptions will be on Tuesday, the 1st day of January, next, at 4 o'clock p.m., and the second Tuesday in each succeeding month.  
Applications for Shares can be made at the Office of the Society, between the hours of 10 and 4 o'clock daily.  
GEORGE L. ROBINSON, Secretary, 11075

**Office of the Commissioners of Road Trust, Parramatta, 26th December, 1849.**  
**TENDERS FOR FORAGE.**  
NOTICE is hereby given, that Tenders will be received by the Commissioners of the Parramatta Road Trust until Monday, 31st instant, at seven o'clock p.m., from persons willing to supply forage for five horses (more or less), for the period of twelve months, commencing the 1st day of January next.  
Tenders must state the rate per ration, and the articles are to be of the best quality.  
The ration to consist of—12 lbs. Oaten Hay, 4 " Maize, 4 " Bran, 4 " Straw.  
Tenders to be addressed to the Clerk, and endorsed, "Tender for Forage."  
The Contractor will be required to enter into a bond, with two sureties, for the due fulfilment of the contract.  
Parties tendering, or their agents are requested to be in attendance at the Police Office at the time of opening the Tenders, 31st instant, and they will be required to adhere strictly to the terms and conditions, which may be known upon application to Mr. Reid, the Surveyor; or to S. PHILLIPS, Clerk and Treasurer, 11066

**THOMAS KEIGHTLEY, in returning thanks to his friends and the public for the liberal support which they have bestowed on him for the last ten years, and being now about to leave the colony, feels much pleasure in informing them, that he has transferred his business to Mr. Thomas Felton, in whose abilities, as a workman, and whose practical knowledge of his business he can pledge the greatest confidence, and would therefore solicit a share of his friends, and the public's patronage in his behalf.  
T. F. begs to inform the public that he has taken the premises lately occupied by Mr. Keightley, where he intends to carry on the business of Clock and Watch Maker, and trusts that by strict attention, and moderate charges, to merit a share of their support and patronage. 11111**

**THE DENOMINATION SCHOOL**  
belonging to the Scotch Church, Parramatta, which is conducted by Mr. and Mrs. Neill, was examined on Friday, the 21st instant, by the Rev. Dr. McGarvie, of Sydney, and the Rev. Mr. Courts, of Parramatta, who expressed themselves highly gratified with the appearance, regularity, and discipline of the School, as well as the progress and improvement of the scholars in the various branches of education. There were 46 boys and 47 girls present, making a total of 92. 11185

**TO THE CHARITABLE.**  
EVERY humane mind must have been affected by the melancholy events which have recently taken place in the public mind in connection with the family of the late Mr. Timothy Moore (Baptist minister) who arrived in the colony by the ship St. George.  
This gentleman sailed from England in August last, in an enfeebled state of health, hoping that a removal to our genial climate might be the means of his recovery. He left home with a wife and five children, the eldest not ten years of age. Shortly after his departure from the shores of his native land, when one of his children was seized with cholera, which speedily terminated in death. A few days passed, and another was taken. In less than twenty-four hours the mother and her children beneath her affliction. Bowed down under his accumulated sorrow, his body emaciated by disease, the bereaved widower and his three motherless children arrived in Sydney. In six days after his arrival he was summoned into eternity—leaving his orphan dependent upon the sympathy and kindness of strangers.  
The following gentlemen, deeply interested in this melancholy case, have consented to contribute on behalf of the children, and will be happy to receive contributions from James Sea, Esq.; Union Bank, Treasurers; The Rev. J. H. Mac, Freeport Office; Messrs. J. H. Palmer, Rosebank, Balmain; J. M. Illidge, George-street, opposite the Market.  
HOWARD ROSS, 589, George-street.  
The Committee beg to acknowledge the receipt of the following sums:—

**Measrs. A. H. McCulloch** 2 0 0  
**T. W. Smith** 1 0 0  
**J. G. Hogg** 1 0 0  
**Thos. Moore** 1 0 0  
**J. V. Lavers** 1 0 0  
**E. Knox** 5 0 0  
**H. Challis** 5 0 0  
**J. Sea** 5 0 0  
**P. W. Manning** 1 0 0  
**Alfred Cheke** 1 0 0  
**A. C. Maxwell** 1 0 0  
**Robert Styles** 1 0 0  
An unknown person, first half year 1 0 0  
**Measrs. J. C. M. Laren** 5 0 0  
**C. M. Jones** 1 0 0  
**J. Theaker** 2 0 0  
**P. H. Griffin** 1 0 0  
**D. Macpherson** 1 0 0  
**M. J. Palmer** 2 0 0  
**J. Johnson** 1 0 0  
**A. T. P. C. Campbell** 1 0 0  
**Alexander Campbell** 1 0 0  
**R. J. Want** 2 0 0  
**John Thompson and Son** 1 0 0  
**Louis Barker** 1 0 0  
**The Lord Bishop of Sydney** 1 0 0  
**Measrs. J. M. Illidge** 2 0 0  
**W. S.** 0 5 0  
**A Friend** 0 5 0  
**A Friend** 0 5 0  
**A Friend** 0 5 0  
**Measrs. Thomas Jones** 1 0 0  
**Thomas Perry** 1 0 0  
**Middleway** 0 2 6  
**S. Stephens** 0 1 6  
**J. Goldsmith** 0 10 6  
**D. Nash** 0 10 0  
**The Children of the Bathurst-street Baptist Sunday School** 1 10 0  
**Measrs. G. Taylor** 0 10 0  
**Charles Kemp** 1 0 0  
**J. Fairfax** 3 0 0  
**H. Brett** 2 0 0  
**J. S. J. S. J. S.** 0 5 0  
**J. W.** 0 5 0  
**Captain Stayer, barque Tamar** 1 0 0  
**Measrs. S. Brush** 0 5 0  
**H. Mac** 1 0 0  
**W. and E. Ford** 1 0 0  
**C. Nightingale** 1 0 0  
**Alexander Douglas** 0 10 6  
**E. Foulkes** 1 0 0  
**E. Wildman** 0 2 0  
**J. C. Raymond (Treasurer)** 0 5 0  
**A Friend** 0 5 0  
**Captain J. Mac (St. George)** 2 0 0  
**Mr. Moore** 0 5 0  
£79 12 4

**THE SECOND AUSTRALIAN BENEFIT INVESTMENT AND BUILDING SOCIETY.**  
OFFICE, No. 29, MACQUARIE-PLACE.  
**THE OBJECTS OF THE SOCIETY.**  
1st. An eligible mode of acquiring a freehold or leasehold house, or other similar property, by setting apart a small monthly sum.  
2nd. The redemption of property mortgaged, or the increase of capital by mortgage re-deemable, by the same easy means.  
3rd. A lucrative investment for accumulating funds.  
The first monthly receiving day for the receipt of subscriptions will be on Tuesday, the 1st day of January, next, at 4 o'clock p.m., and the second Tuesday in each succeeding month.  
Applications for Shares can be made at the Office of the Society, between the hours of 10 and 4 o'clock daily.  
GEORGE L. ROBINSON, Secretary, 11075

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**TO THE CHARITABLE.**  
EVERY humane mind must have been affected by the melancholy events which have recently taken place in the public mind in connection with the family of the late Mr. Timothy Moore (Baptist minister) who arrived in the colony by the ship St. George.  
This gentleman sailed from England in August last, in an enfeebled state of health, hoping that a removal to our genial climate might be the means of his recovery. He left home with a wife and five children, the eldest not ten years of age. Shortly after his departure from the shores of his native land, when one of his children was seized with cholera, which speedily terminated in death. A few days passed, and another was taken. In less than twenty-four hours the mother and her children beneath her affliction. Bowed down under his accumulated sorrow, his body emaciated by disease, the bereaved widower and his three motherless children arrived in Sydney. In six days after his arrival he was summoned into eternity—leaving his orphan dependent upon the sympathy and kindness of strangers.  
The following gentlemen, deeply interested in this melancholy case, have consented to contribute on behalf of the children, and will be happy to receive contributions from James Sea, Esq.; Union Bank, Treasurers; The Rev. J. H. Mac, Freeport Office; Messrs. J. H. Palmer, Rosebank, Balmain; J. M. Illidge, George-street, opposite the Market.  
HOWARD ROSS, 589, George-street.  
The Committee beg to acknowledge the receipt of the following sums:—

**Measrs. A. H. McCulloch** 2 0 0  
**T. W. Smith** 1 0 0  
**J. G. Hogg** 1 0 0  
**Thos. Moore** 1 0 0  
**J. V. Lavers** 1 0 0  
**E. Knox** 5 0 0  
**H. Challis** 5 0 0  
**J. Sea** 5 0 0  
**P. W. Manning** 1 0 0  
**Alfred Cheke** 1 0 0  
**A. C. Maxwell** 1 0 0  
**Robert Styles** 1 0 0  
An unknown person, first half year 1 0 0  
**Measrs. J. C. M. Laren** 5 0 0  
**C. M. Jones** 1 0 0  
**J. Theaker** 2 0 0  
**P. H. Griffin** 1 0 0  
**D. Macpherson** 1 0 0  
**M. J. Palmer** 2 0 0  
**J. Johnson** 1 0 0  
**A. T. P. C. Campbell** 1 0 0  
**Alexander Campbell** 1 0 0  
**R. J. Want** 2 0 0  
**John Thompson and Son** 1 0 0  
**Louis Barker** 1 0 0  
**The Lord Bishop of Sydney** 1 0 0  
**Measrs. J. M. Illidge** 2 0 0  
**W. S.** 0 5 0  
**A Friend** 0 5 0  
**A Friend** 0 5 0  
**A Friend** 0 5 0  
**Measrs. Thomas Jones** 1 0 0  
**Thomas Perry** 1 0 0  
**Middleway** 0 2 6  
**S. Stephens** 0 1 6  
**J. Goldsmith** 0 10 6  
**D. Nash** 0 10 0  
**The Children of the Bathurst-street Baptist Sunday School** 1 10 0  
**Measrs. G. Taylor** 0 10 0  
**Charles Kemp** 1 0 0  
**J. Fairfax** 3 0 0  
**H. Brett** 2 0 0  
**J. S. J. S. J. S.** 0 5 0  
**J. W.** 0 5 0  
**Captain Stayer, barque Tamar** 1 0 0  
**Measrs. S. Brush** 0 5 0  
**H. Mac** 1 0 0  
**W. and E. Ford** 1 0 0  
**C. Nightingale** 1 0 0  
**Alexander Douglas** 0 10 6  
**E. Foulkes** 1 0 0  
**E. Wildman** 0 2 0  
**J. C. Raymond (Treasurer)** 0 5 0  
**A Friend** 0 5 0  
**Captain J. Mac (St. George)** 2 0 0  
**Mr. Moore** 0 5 0  
£79 12 4

**THE DIRECTORS of the Sydney Fire Insurance Company call the attention of the public to the following reduced scale of their Rates of Premium:**  
Section A.—Shed buildings, 6s. to 12s. per cent.  
Section B.—Shingled buildings, 8s. to 16s. per cent.  
Section C.—Weather-boarded buildings, 15s. to 30s. per cent.  
FIFTY PER CENT. of the Premium will be returned on the renewal, for twelve







most securities on the 11th, and the Three per Cent. closed at 95 1/2; the Five per Cent. at 112 1/2; the Six per Cent. at 115 1/2; the Seven per Cent. at 118 1/2; the Eight per Cent. at 121 1/2; the Nine per Cent. at 124 1/2; the Ten per Cent. at 127 1/2; the Eleven per Cent. at 130 1/2; the Twelve per Cent. at 133 1/2; the Thirteen per Cent. at 136 1/2; the Fourteen per Cent. at 139 1/2; the Fifteen per Cent. at 142 1/2; the Sixteen per Cent. at 145 1/2; the Seventeen per Cent. at 148 1/2; the Eighteen per Cent. at 151 1/2; the Nineteen per Cent. at 154 1/2; the Twenty per Cent. at 157 1/2.

#### THE WAR IN HUNGARY.

The following is an extract from a letter of an Austrian officer, dated Head-quarters, Temesvár, August 19:—

Much time will be required to convey to you an adequate notion of the great operations which have terminated in the surrender of Temesvár, and the relief of this place. I must content myself for the present with giving you an account of the daring manner in which the latter object was achieved by our Commander-in-Chief, Haynau.

The recent battle, which will figure in history under the name of the battle of Temesvár, had been fought and won. The Imperial troops, exhausted by a forced march in tremendous heat, were by ten hours' rest, were not in condition to continue a pursuit of the enemy far into the night, or to hinder him from taking up a fresh position in the suburb of Temesvár, with the view of renewing the contest in the morning. Our Commander, appreciating with the accuracy and promptitude of real military genius, the importance of the moment, conceived the daring resolution of an immediate entrance into the fortress—a conception which he carried out with his characteristic personal determination. With only one squadron for an advanced guard, and accompanied by a slender suite of officers, the bold man rode at a sharp trot from the field of battle through the suburbs till he occupied by the enemy and through a circle of fire of his batteries, to the fortress (a distance of about a league). To the right and left, in front and rear of the small band, the ground was ploughed with shot and shell. Fortune, who favours the bold, protected them, and they reached without loss the so-called Vienna gate of the fortress, which was still closed, for the place was yet narrowly invested by the enemy. The sentries on the walls all fled at their approach, and they discerned in the approaching cavalcade the Austrian colours, and presently distinguished the well-known form of their former commander. You may imagine with what haste the bolts were drawn back, and the draw-bridge lowered, to receive such guests.

The news spread like lightning. "We are saved—the fortress is relieved—the Austrians are here—the Commander-in-Chief in person." In ten minutes all Temesvár was aware of the event. Its inmates, however, whose patience had been tried so long—whose hopes had so often been deceived, were unwilling to believe their ears, and thronged to satisfy themselves by their own inspection of the scene. When this was effected, a mighty shout of acclamation rose from the ruins of the shattered stronghold, and spread even far through the suburbs the news of the relief. Old and young, soldiers, citizens, and women, crowded around their rescuer, endeavouring to kiss his hand or his clothes. There was not a dry eye in the concourse, and even the grizzled moustache of our commander was wet with tears. A no longer moving scene was his interview with the Russians, the brave leader of the obstinate defence of Temesvár. Our commander visited him in the casemate, which for months past had been his residence, and the conversation of such a pair may have been through the night I must leave to your imagination.

When the dramatic interest of this ride by night has been exhausted, we have yet to dwell upon the solid consequences. The relief of a town still narrowly invested by the enemy, achieved by a squadron of horse and a few officers, will assuredly rank among the most remarkable and brilliant incidents of military history; but it was far more than this. The enemy, aware of the strategic importance of Temesvár in many respects, and especially as a hindrance to our junction with the Ban, was prepared to renew a desperate struggle for its retention in the hands of the Imperial arms. I can scarcely doubt, but it might have been incompletely so, and would have cost many lives. The moral effect of our entrance into the place was shown by the immediate cessation from the enemy's ranks of the following day, to the amount of at least 3000 men, and by his hasty retreat towards Lugos. The occurrence shows what results may be achieved by a bold stroke at the right moment, and the minority holds the beaten path. Genius strikes out its own.

#### CONVICTS.—THE CAPE.

The present outcry at the Cape against the admission of convict prisoners raises a twofold question—What is the value of that colony? What are we to do with the convicts? The former applies only to the colony; the latter to England, jurisprudence, and civilisation.

If we were to measure the value of the Cape colony by the usual standard of statistics and economists, we do not know that we should recognize in its past history or its present promise any very great claims to peculiar consideration at the hands of this country or its Government. Subject to the British Crown for nearly fifty years, enjoying throughout this period a territory of 110,000 square miles, and expanded latterly beyond these limits by the successful issue of wars into which it plunged without the sanction of the mother country, it would be difficult to point out the vast difference between the advantages which this colony has conferred on England and those which it might have been expected to confer. Perhaps in no other colony has progress been so slow; or, if we have the natural facilities before us, little improved; and on no other has the money of the mother country been lavished with so little compensation. Colonies twenty or thirty years younger than the Cape have displayed an energy and spirit which led to shame their elder rival—have amassed labour funds, and have provided means of immigration, which have been neglected by the Cape settlement, from which its immense population and its vast extent led us to expect at least as strong exertions and as energetic efforts as have promoted the growth of Australia and New Zealand.

This should be brought to the recollection of the colonists when they murmur at the conduct of the English Government towards them. At this moment England has a large amount of unemployed labour, and the Cape colony, which has been neglected by the mother country, has been the theatre of a large number of crimes committed under the pressure of severe and unusual privation for the express purpose of being transported, with the general habits of the criminal population. Prisoners pleaded guilty by scores to acts of larceny and robbery such as had hardly ever found a place in the annals of any of those acts of personal violence and agrarian outrage which used to be the proceedings of an Irish asize. The prisoners avowed that they had committed the crime, which they stood charged for the express purpose of exchanging their life in a remote country for subsistence of any

kind elsewhere. Many of these persons—united by any previous criminality—were among the prisoners who had been sent to the Cape with such horror and alarm. A few others are political criminals; and the rest—a large majority—have been selected for their good conduct and docility during their imprisonment at home. They are the elite, not the scum, of condemned men, whom it has been the benevolent policy of the Government to save from the contamination of ordinary criminals, and to restore to the peaceful pursuits of industry and honesty in another country. None of these classes can be for a single moment compared with those wretched outcasts whose horrid presence tainted the *Gyrene* of the Antipodes. The discontent of the Cape colonists is disproportionate to the cause, if not wholly baseless.

But it is not merely a question between the Cape and Great Britain. The subject is far wider and more momentous than this. Suppose that the colonists were satisfied that they had exaggerated the dangers of this dreadful importation, and the wickedness of its members, or that the Government conceded their demands, yet we should have again to ask ourselves this question: "What would be the result of that concession?" There can be little doubt that that attempt will be hereafter made to perpetuate a system of penal settlements similar to that of Norfolk Island, or, in all its details, to that of Botany Bay. The moral and the physical of the country will have to be found fresh communities in crime and sin. Those who have owned their fortunes and position to the facilities of convict labour in gone-by days, are tempted to the most desperate and degrading continuance of such a policy. The settled colonies—even those the magnates of which trace their origin back to convicts and emancipates—would rebel against it. The Legislature and Government would be invaded by the cry of "What is the result of that concession?" What, then, must be done, with the criminals of the country? Evidently, the first and most striking evil of the old system was the want of discipline and the domestic atrocities which flowed from its impure source. What, then, must be done, with the criminals of the country? Evidently, the first and most striking evil of the old system was the want of discipline and the domestic atrocities which flowed from its impure source. What, then, must be done, with the criminals of the country? Evidently, the first and most striking evil of the old system was the want of discipline and the domestic atrocities which flowed from its impure source.

This defect, with its consequences, is in the process of correction. It is easier than one believed to classify prisoners. The tests applied are not indeed always infallible. The cleverest expeditious, and cunning criminals can always baffle the sagacity of chaplains and the ingenuity of gaolers. Still, in a majority of cases, probationary treatment in combination with the reformation of the colonies, and the great work of reformation, the character of a prisoner. At least, it will be generally possible to separate the depraved from the accidental criminals; the incurables from those who may be reformed. And it is a fortunate thing for society that the incorrigible do not constitute the majority.

This being the case, the punishment of convicts may be distributed with greater advantage to themselves and the country than heretofore. It will thus be possible to apply their just penalty to each, and to select a certain class, whose reformation, under given conditions, may be hoped and expected. These it will be advisable to transport to the colonies. Two considerations recommend this course. In the first place, England cannot undertake to keep all her "forwards" at home. It would be too costly and too dangerous an experiment. We should have to multiply our gaols and our police; and then we should hardly feel ourselves secure with such a community among us in times of pressure or political excitement. Again, the labour of convicts would be highly useful to many of our colonies. There are some kinds of public works which are absolutely necessary to the progress and prosperity of young colonies—roads, bridges, harbours, and the like. Our gaols could be profitably employed in such work, and the money which would be expended in the induration of those who condemn convict assignment most warmly. In addition to this, the convict labour would form a beneficial application of an objectionable vice that its own advancement was perfectly consistent with the exercise of metropolitan authority; and the other party to the transaction—the convicts themselves—would obtain the means of reformation and respectability. Why should not Government introduce into the Cape such a modification of the system as would, at the same moment ease the mother country, benefit the colony, and reform the convicts?

**EARL OF DUBLIN.**—Whitehall, September 10.—The Queen has been pleased to direct letters patent to be passed under the Great Seal, granting the dignity of Earl of Dublin, to His Royal Highness Alphonse Edward Prince of Wales, Knight of the Most Noble Order of the Garter, and his Heirs, Kings of the said United Kingdom of Great Britain and Ireland, for ever, by the name, style, and title of Earl of Dublin.—*London Gazette*, September 11.

**MR. JUDGE AND THE ROYAL ETCHEMUN.**—We published a few days since a letter from Mr. Judge which seemed *prima facie* to establish a case of hardship. Our readers will see by the following letter from Mr. Anson how unfounded Mr. Judge's statements were, and with how much kindness and charity he has been treated by the Royal officers of his ungrateful and calumnious "Halmah, September 8. Madam, I am commanded to acknowledge the receipt of your petition to the Queen for intercession in behalf of your husband, Mr. Judge, and to say, that having been directed to make inquiries into the allegations brought against your husband, I have the pleasure to inform you that the same have been wholly unfounded. Neither have Mr. Judge's costs been added to Mr. Judge's, nor is Mr. Judge's debt owing to His Royal Highness Prince Albert. Mr. Judge was dropped from his having made his submission; your husband, on the contrary, obliged it to proceed against him by following the opposite course. The costs of the proceedings are entirely the consequence of his pertinacity, and the costs are due to the solicitors employed in the cause. Any payment of costs, therefore, on the part of Her Majesty and the Prince could be a gratuitous gift to your husband. From your knowledge of his unremitting efforts for many years to inflict every possible injury on Her Majesty, the Prince, their family, and the Court, by a system of espionage into, and misrepresentation of, all the acts of their private life, you will be the best judge whether he deserves such a boon at their hands. Nevertheless, it is repugnant to the feelings of Her Majesty and His Royal Highness Prince Albert, that persons like yourself should under any circumstances cause with which their names are in any way connected, and I am commanded to forward to you a check for £180, with which you may pay your husband's costs and legal expenses; and may be in the future support his family by more honourable industry. Requesting you will acknowledge the receipt of this money. I am, Madam, your obedient servant, G. E. Anson, Esq., Judge.

**PROCEEDINGS OF THE FRENCH NATIONAL ASSEMBLY.**—On the 21st of January, 1879, the French National Assembly recorded a solemn resolution not to enter into any war, except strictly in self-defence. On the 31st of January, the Assembly, under the British Parliament with a view to settling the country on the prospect of con-

naval peace, and a consequent reduction of our naval and military expenditure. Towards the end of the same session, Mr. Pitt said in the House of Commons, "England never had fairer prospect of a long continuance of peace. I think we may confidently reckon on peace for ten years." The treaty of 1796 had then established all but perfect freedom of trade between England and France, and the trade between the two countries had increased rapidly during the intervening six years. In the same year (1792) the people of Orleans had, in a burst of enthusiastic good will towards England, thrown down the statue of Joan of Arc erected in their market place for the avowed reason that it had been erected to commemorate a triumph over their new allies. But in February, 1793, France had begun with Holland, and Austria, the war which lasted almost without intermission till 1815.

**OFFICIAL ANNOUNCEMENTS.**—We have great satisfaction at being made the medium of an announcement that, in the event of our foreign representatives presenting a sufficient peaceable aspect to admit of the act of Royal concession, Her Majesty, accompanied by His Royal Highness Prince Albert, the Prince of Wales, and the leading members of the Court, intend taking a trip up the Mediterranean next year, and honouring with a visit, during her marine excursion, some of the southern isles. An intimation of the Sovereign's determination has been thus early communicated to the authorities, both in England and abroad, whose services are indispensable to a Royal tour, and preparations for the grand exhibition of specimens of the arts and manufactures of all nations, which we have reason to know is the project of His Royal Highness Prince Albert, are in a state of active progress. Already interest has been awakened on the subject in France and America, and it is certain that the exhibition will be on a scale of magnificence hitherto unexampled. Some of the prizes will be distributed by the personages mentioned in the preceding paragraph. The prizes for the Royal tour, which will be a departure from the Sovereign's determination has been thus early communicated to the authorities, both in England and abroad, whose services are indispensable to a Royal tour, and preparations for the grand exhibition of specimens of the arts and manufactures of all nations, which we have reason to know is the project of His Royal Highness Prince Albert, are in a state of active progress. Already interest has been awakened on the subject in France and America, and it is certain that the exhibition will be on a scale of magnificence hitherto unexampled. Some of the prizes will be distributed by the personages mentioned in the preceding paragraph. 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